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Helen J. Orr



Recreation and Open Space Element

NEWPORT BEACH GENERAL PLAN

RECREATION AND OPEN SPACE ELEMENT
OF THE
NEWPORT BEACH GENERAL PLAN

Adopted and recommended for approval by the
Planning Commission on November 8, 1973.

Adopted by the City Council on December 17, 1973.



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A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF NEWPORT BEACH ADOPTING
THE RECREATION AND OPEN SPACE ELEMENT OF
THE NEWPORT BEACH GENERAL PLAN

WHEREAS, a phase of the City's General Plan program
has involved the preparation of a Recreation and Open Space
Element; and

WHEREAS, said Recreation and Open Space Element of
the Newport Beach General Plan sets forth objectives and
supporting policies to be followed in the planning of the future
development of the City of Newport Beach; and

WHEREAS, pursuant to Section 707 of the City Charter
of the City of Newport Beach, the Planning Commission has held
public hearings to consider the adoption of the Recreation and
Open Space Element of the Newport Beach General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Planning
Commission does hereby adopt and recommend to the City Council
the Recreation and Open Space Element of the Newport Beach
General Plan described above, a copy of which is on file in the
Newport Beach Community Development Department.

Regularly passed and adopted by the Planning Commission
of the City of Newport Beach held on the 8th day of November,
1973.

AYES: Agee, Beckley, Hazewinkel,

Parker, Rosener, Seely

NOES: None

ABSENT: Heather


Chairman William Agee

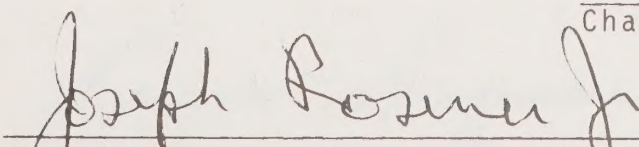

Secretary Joseph Rosener, Jr.

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PURPOSE AND SCOPE

The Recreation and Open Space Element provides a long-range guide to the preservation, improvement, and use of "permanent" open space areas, recreational trails, and scenic highways and drives within the City of Newport Beach planning area.

It is intended that this Open Space Element satisfy the State requirement that local General Plans contain an Open Space Plan. Sections 65561 and 65562 of the Government Code state in part:

"The Legislature finds and declares . . . That the preservation of open-space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources . . . It is the intent of the Legislature in enacting this article:

"(a) To assure that cities and counties recognize that open-space land is a limited and valuable resource which must be conserved wherever possible.

"(b) To assure that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program."

Included are open space areas which serve, or will serve, one or more of the following functions:

1. Active and passive outdoor recreation (parks, play lots, beaches, trails, golf courses, bay, and ocean);

2. Preservation of significant flora and fauna resources (wildlife preserves and marine life refuges); and
3. Preservation of significant natural scenic resources.

The Recreation and Open Space Element includes the map entitled, "Open Space Plan", which delineates existing and proposed "permanent" open space areas. For the purposes of this Element, "permanent" open space areas are defined as including all land and water areas which are planned to remain predominantly undeveloped for perpetuity. Open space areas may include some structures or other improvements which are supportive of the open space use of the land or water areas.

Also included is a "Scenic Highways and Drives" section which is intended to meet the State requirement that local General Plans contain a "Scenic Highway Element" (Government Code Section 65302).

The open space proposals contained herein are based on the policy statements relating to open space preservation contained in the General Plan Policies Report which was adopted by the City Council on March 13, 1972. The Interim Open Space Element, adopted by the City Council on October 10, 1972, and the Interim Parks and Recreation Plan, adopted by the City Council on May 22, 1972, also provided major input into this Recreation and Open Space Element.

This is a long-range plan and the economic feasibility in many cases will depend on the future actions and programs of governmental agencies other than the City. The Recreation and Open Space Element is based on an optimistic view of future economic feasibility. (The question

of economic feasibility is further discussed in the "Implementation" section of this Element.) In those cases where privately-owned areas have been designated as public open space, alternative private development has been indicated in the Land Use Element in the event that public acquisition or preservation proves infeasible.

OPEN SPACE CATEGORIES

For the purposes of discussion, the Recreation and Open Space Element has been divided into the following sections:

- | | |
|-----------------------------|--------------------------------|
| 1. Activity Parks | 6. Golf Courses |
| 2. View Parks | 7. Greenbelts and Paseos |
| 3. Flora and Fauna Reserves | 8. Bay |
| 4. Scenic Areas | 9. Ocean |
| 5. Public Beaches | 10. Trails |
| | 11. Scenic Highways and Drives |

Many open space areas will serve more than one function (e.g., flora and fauna reserves having scenic values); in those cases where there are two or more significant functions, an area will be referred to within each appropriate category.

Definitions

1. Neighborhood Parks:

The City has an adopted standard of 2 acres of Neighborhood Parks per thousand residents as identified in Council Policy I-3 and the developer's responsibilities in City Council Policy I-4. Neighborhood parks are normally flat land and provide such facilities as softball diamonds, tennis courts, basketball courts and open field play areas.

2. View Parks:

Primarily developed to take advantage of a panoramic vista with no active recreation program. Facilities would include walking paths, view benches, etc. Area normally would be small but could be any size.

3. Flora and Fauna Reserves:

Primarily developed in a natural state with no active recreation programs. Facilities would include walking trails, bicycle paths, park benches, signs identifying plant material and a variety of native flora and fauna. Flora and Fauna reserves could be any size.

4. Scenic Areas:

Normally an area which will be preserved for its own natural scenic value and also those open spaces which may have a primary function other than that of a scenic area but also contain significant scenic values.

5. Public Beaches:

It is recognized that many of the ocean and bay beaches within the City are regional significance in nature, but there are also approximately 4 acres of small bay beaches that supplement neighborhood parks and are uniformly spread throughout the lower bay.

(The City recognizes that all of the above park facilities are of equal importance and every effort should be made to acquire and develop them as the opportunities present themselves.)

6. Golf Courses:

Both publicly and privately-owned golf courses are included in recognition of their significance as visual/psychological open space as well as their recreational function.

7. Greenbelts and Paseos:

These are open spaces which: 1) give form to neighborhoods, 2) provide for residential amenity, and 3) provide a

lineal system of park-like connecting links for pedestrian, and in some cases bicycle, circulation within and between neighborhoods and connecting with major public facilities, open spaces, and commercial centers.

8. Bay:

These areas consist of the various bay water areas which provide the major internal open spaces within the City.

9. Ocean:

Includes the portion of the Pacific Ocean included within the City limits (3 miles out).

10. Trails:

Includes bicycling, equestrian, and hiking trails for the use of the general public.

11. Scenic Highways and Drives:

Includes those public streets and highways which afford the motorist an opportunity to take advantage of the unique scenic views within the City.

SECTION 1 - Activity Parks

Introduction

This section of the Recreation and Open Space Element includes open space areas which are intended for public recreational use as the primary function. Taken as a whole, these open space areas form a city-wide "activity park system".

The previously-adopted Interim Parks and Recreation Plan formed the basis for this section, with revisions required to reflect changed conditions and to reflect the Residential Growth Element and Land Use Element adopted by the City Council on May 29, 1973.

An activity park system consists of a series of neighborhood parks, regional parks, and play lots. Neighborhood parks serve the primary recreational needs of the residents in the area and should be located in easy walking distance of each neighborhood. A regional park is a large scale park serving the citizens of the region in addition to local residents. Play lots are used to fulfill the need for safe off-street play areas, primarily for preschool age children.

The following specific policies were adopted in the Interim Parks and Recreation Plan:

- "1. Recreational areas should be planned so that they are easily accessible to the users. The age of the user usually will determine the radius of the service area.
2. School and recreational facilities should be combined because of their closely-related purposes, programs and activities. Certain school buildings, such as gymnasiums and auditoriums, should serve to provide

indoor facilities in conjunction with the outdoor playgrounds. Formal agreements with the school district should be obtained for use of school facilities in lieu of locked, inaccessible playgrounds.

3. Comprehensive programs and facilities should be extended to all age groups. Because of different interests and abilities between various age groups, separate active recreation areas should be provided. This should include facilities for family groups, young married couples and older adults, as well as children and youth.
4. In those areas where there are existing private recreational activities, public facilities should be provided to supplement those activities to meet the total needs of the community.
5. Access to and from recreational facilities should be both convenient and safe.
6. Although beaches can be used to fill out the requirements for some activities of the recreation program, beach areas cannot be counted on to fill the City's total recreation needs. Reasons for this include:
 - A. In reality, the beaches constitute an increasingly-used regional park that affords little space for play areas during summer months.
 - B. During the winter months (at approximately the same time children are getting out of school) cold afternoon winds make beach areas unacceptable

for use for most activities.

C. Tot areas on beaches, due to their proximity to the water, require constant supervision."

Based on these policies, several standards were developed by which to measure the adequacy of existing park facilities in relation to existing and future needs as illustrated in Figure #1 on the following page.

Figure #1

PARK STANDARDS - CITY OF NEWPORT BEACH

Type of Facility	Group Served	Minimum Size	Area Served	Travel Conditions	Location
Play Lot	Preschool: Ages 1-7	No Minimum	One block: 1/8 mile	No crossing of "Collector Streets"	High-density areas where there is little or no usable yard space.
Neighborhood Park	All ages according to the constituency of the area served. Primarily for elementary age children (up to 15 years old)	6 Acres (For new parks-- many existing local parks are smaller than 6 acres.)	1/2 Mile: within walk- ing distance of young children	No crossing of "Primary Streets"	Adjacent to public schools wherever possible

The adopted park standard for the City of Newport Beach is two acres per thousand residents, including neighborhood parks and play lots.

This two-acre park standard does not include public school grounds, beaches, ocean, bay, and the many small private recreational facilities that exist in the City of Newport Beach.

In dealing with standards, it always must be kept in mind that they are averages or norms and can at best be used only as guidelines. Many of the neighborhoods within the City of Newport Beach are unique entities, differing in character, needs and problems. Existing recreational facilities and resources, topography, existing land use patterns, housing types and densities, and population characteristics, are examples of the many variables.

The City of Newport Beach is a very recreation-oriented community whose citizens participate in a wide variety of recreational activities. Therefore, the two acres per thousand standard which was used as the guideline in determining park space needs deserves particular attention. The Guide for Planning Recreational Parks in California, published by the State Department of Parks and Recreation, suggests four acres of neighborhood park space per one thousand population. However, under the comprehensive recreational planning concept proposed, this Recreation and Open Space Element includes a wide variety of facilities and activities such as off-street bicycle trails, pedestrian walks, view parks, beaches, natural areas, aquatic sports, and boating activities that usually are not included in calculating area requirements. In addition, many of the public parks are, or will be, located adjacent to public schools, utilizing a portion of the school site for public recreational activities. In some established neighborhoods, public school grounds in themselves are providing public recreational areas.

Another consideration is the private recreational facilities maintained by community associations within the City of Newport Beach. These private facilities supplement the public recreational facilities.

(However, private facilities usually do not include such activities as playfields and baseball diamonds which are needed to fulfill the total needs of the neighborhood. In such cases, public parks are needed to supplement private facilities.)

Evaluation of Existing Facilities

There are 13 existing neighborhood parks and 4 privately-owned parks in the City with a total area of 71.2 acres, resulting in 1.2 acres of public park area per thousand residents (based on the January, 1973 population of 56,475 persons). Although this is short of the two acres per thousand standard, most of the City's residential areas are well-served with conveniently located parks. (If public school grounds were added to the park acreage, a total of approximately 250 acres, or about four acres per thousand residents would result.) Shortages of park space occur, for the most part, in the older sections of Newport Beach. In the newer residential areas, parks are provided as each neighborhood is developed. The chart on the following page (Figure 2) illustrates the existing public parks, their locations, and the facilities provided.

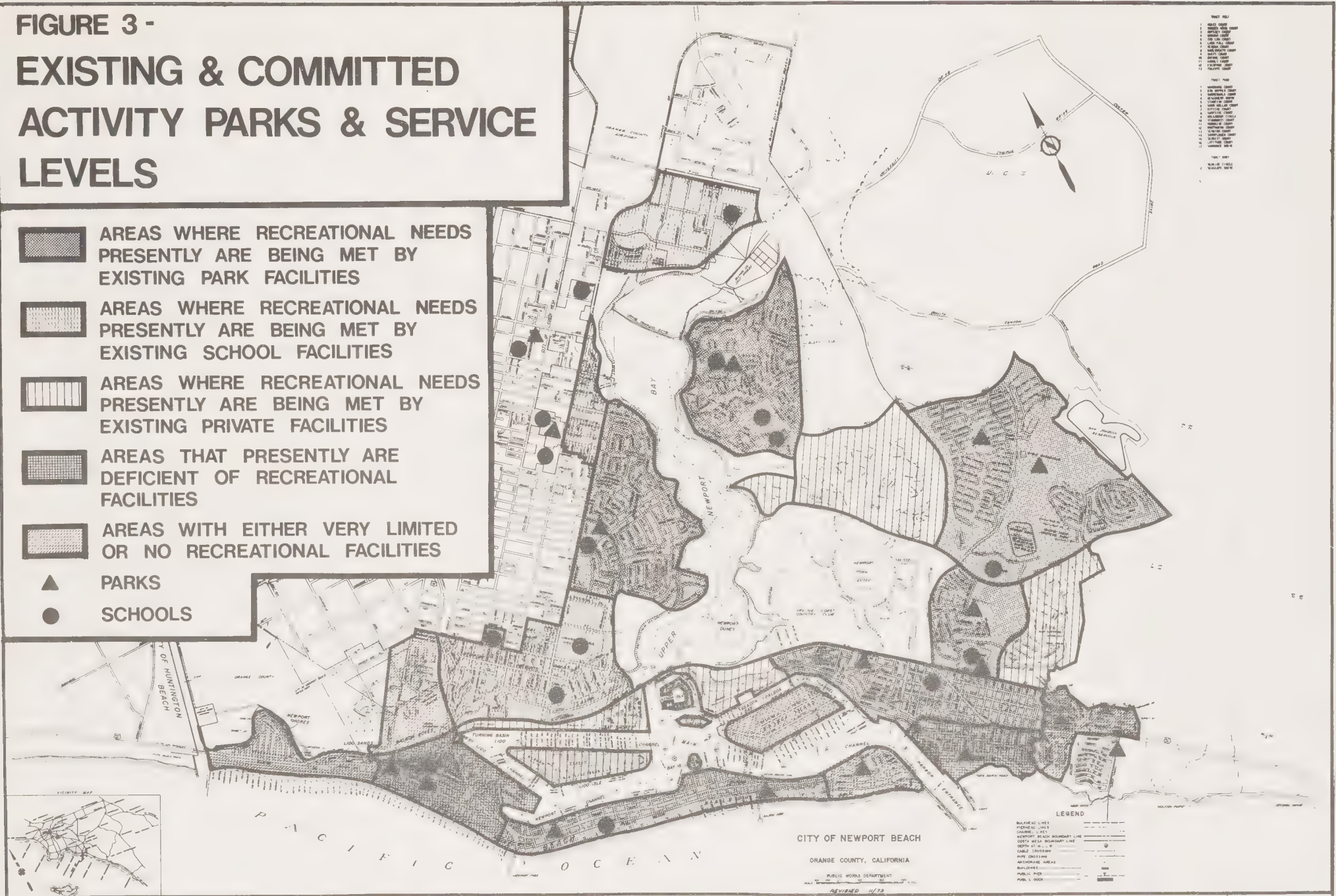
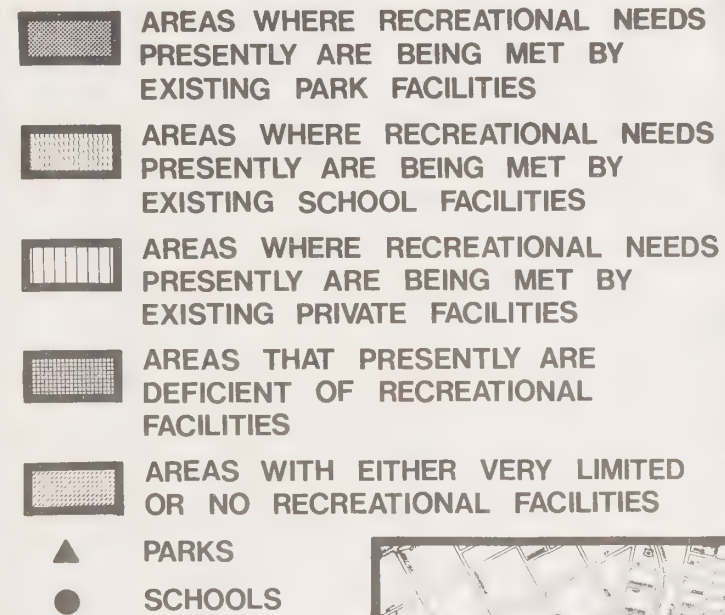
FIGURE 2 - EXISTING AND COMMITTED PUBLIC PARKS

Name of Municipal Park	Location	Acres	Facilities & Attractions
Begonia Park	1st & Begonia, Corona del Mar	2	Lawn area, view benches, free play apparatus.
Buffalo Hills Park	Newport Hill Dr. W & Port Westbourne Pl.	13	Lawn area, picnic tables, play apparatus, softball playfield, restrooms, basketball, volleyball.
Channel Place Park	Channel Pl. & 44th St., West Newport	1	Bay swimming, play equipment, picnic tables, barbecues, playfield.
Cliff Drive Park	Cliff Dr. & Riverside Ave. Newport Heights	5	Lawn, view benches, Boy Scout house, picnic tables, barbecues.
Community Youth Center of Newport Harbor (Grant Howard Park)	5th & Iris, Corona del Mar	4	Community building, lighted ballfield, picnic ground, tennis courts (2), play equipment, basketball, barbecues.
Eastbluff Park	Vista del Oro & Vista del Sol, Eastbluff	14	Ball diamond, restrooms, picnic tables, play equipment, barbecues.
Irvine Terrace Park	Malabar & Avita, Irvine Terrace	7	Lawn area, view benches, restrooms picnic tables, play equipment, ocean and bay view.
Las Arenas Park	16th & Balboa Blvd., Old Newport	1.5	Night-lighted tennis courts (2), play equipment, shuffleboard, picnic area, barbecues.
Mariners Park	Dover Dr. & Irvine, Harbor	6	Adjacent to 6 acres of school-ground, softball, restrooms, play equipment, picnic tables, multi-purpose room, barbecues, volleyball court, night-lighted tennis courts (2), soccer.
Newport Island Park	38th St. & Marcus, Newport Island	.2	
Peninsula Park	"A" St. & Ocean Front, Balboa	5	Volleyball, baseball, restrooms, lawn area, picnic tables, play equipment, basketball.
San Joaquin Hills Park	38th St. & Balboa Blvd., West Newport	1.5	Volleyball, shuffleboard, basketball, fire ring, restrooms, play equipment, picnic tables, horse shoe pits.
Spyglass Hills Park	Spyglass Hills Rd. at New Mac-Arthur	6	Not yet designed.

The Interim Parks and Recreation Plan divided the planning area into neighborhoods which tend to act as separate units, both physically and socially, and which should have easy access to recreational facilities. Each of the neighborhoods has been classified into one of the following categories in the Interim Parks and Recreation Plan (as indicated on the map (Figure 3) entitled, "Existing and Committed Parks and Service Levels"):

1. Areas where recreational needs presently are being met by existing park facilities;
2. Areas where recreational needs presently are being met by existing school facilities;
3. Areas where recreational needs presently are being met by existing private facilities;
4. Areas that presently are deficient of recreational facilities;
5. Areas with either very limited or no recreational facilities.

**FIGURE 3 -
EXISTING & COMMITTED
ACTIVITY PARKS & SERVICE
LEVELS**



Park Proposals

The degree of detail of each park proposal depends on the characteristics and opportunities existing in each area. Homeowners' associations in each area where proposals are made will be contacted for assistance and public input for detailed planning of specific sites and activities to be included.

Proposed parks are indicated on the Open Space Plan as green circles; in the undeveloped areas, the locations shown are meant to be general and the parks need not be developed in the exact location shown. More specific planning in regards to exact size and location of park facilities will be done in cooperation with the developer in conjunction with development planning.

The following park proposals are intended to reduce the deficiencies as far as is reasonable, in those park deficient areas shown on the preceding map entitled, "Existing and Committed Parks and Service Levels", and to assure provision of adequate park sites with development of the remaining large vacant areas in the City.

WEST NEWPORT AND CENTRAL NEWPORT AREA:

This section of the City is deficient in public park space. While there are three existing public parks in this area (Channel Place Park, Thirty-Eighth Street Park, and Newport Island Park), these parks are very small and limited in terms of facilities and activities.

The City-owned property (7.5 acres) north of Newport Shores and adjacent to the Santa Ana River will be used temporarily for park purposes until the permanent parks discussed below are developed.

The following proposals, when added to the existing parks, will

greatly expand the recreational opportunities for the residents of this area:

1. Development of a playlot adjacent to the Semeniuk Slough in Newport Shores.
2. Development of a neighborhood park on the vacant State highway right-of-way ("old P.E. property") on the south side of Coast Highway. This park would include facilities for tennis, volleyball, open field sports and other specialized activities.
3. Public acquisition and development of a neighborhood park on the vacant property on Balboa Boulevard at 32nd Street.
4. Development of three neighborhood parks in the vacant areas north and east of Newport Shores, when residential development occurs in these areas. These parks will be of sufficient size to result in approximately 2 acres per thousand residents, with a minimum site size of 6 acres.

BALBOA PENINSULA:

Although this section of the City is not considered to be deficient in terms of parks, a major park is proposed within this area. The expansion of the existing Las Arenas Park to a marine-oriented park has been approved in concept by the City Council. This park will provide for public use and enjoyment of this unique publicly-owned 10.9 acre bay-front site.

BALBOA ISLAND:

There are no existing parks on Balboa Island. Since the provision of a full-size neighborhood park is probably infeasible, the proposals are limited to the provision of several well-spaced play-

lots for young children. This will require public acquisition of privately-owned and, in some cases, developed lots. Four and one-half lots on Agate Avenue (approximated .25 acres) are presently being acquired for development of the first playlot (and Community Building) on Balboa Island.

SOUTH CORONA DEL MAR:

There are no existing parks in the section of Corona del Mar south of Bayside Drive, although Begonia Park is within walking distance. It is proposed that the vacant Bayside Drive right-of-way (approximated 3.5 acres) be developed for park use.

EAST CORONA DEL MAR:

There is one small (approximately 1 acre) existing, privately-owned park, in this area (south of Coast Highway adjacent to the City boundary). While residents of the Cemeo Shores neighborhood have direct access to this private park, residents of the three other neighborhoods in the East Corona del Mar area (Shore Cliffs, Corona Highlands, and Cameo Highlands) have very poor access to any park facilities. Since this area is nearly entirely developed, with only a few vacant lots, the provision of additional neighborhood parks within the area is not feasible. The following proposals will result in the greatest feasible increase in recreational opportunities for the residents of this area:

1. The City will encourage the provision of a neighborhood park adjoining the northeast sector of Cameo Highlands to serve existing and future adjacent residential areas. Hopefully, this park will be provided as the downcoast area is developed, regardless of whether or not this area is annexed to the City.

2. One or more lots in the Corona Highlands neighborhood will be acquired for development as a playlot. This playlot should be located on the north perimeter of the neighborhood since this would also provide access to Buck Gully, the proposed trail system leading into the San Joaquin Hills, and the proposed park north of Fifth Avenue and east of Marguerite Avenue.
3. If the existing privately-owned park in Cameo Shores becomes jeopardized by the prospect of private development, the City will seek acquisition to preserve the area for park use.

NORTH CORONA DEL MAR AND HARBOR VIEW HILLS AREA:

The several existing and committed parks in these neighborhoods will continue to provide adequate neighborhood park facilities in the newer residential neighborhoods in this section of the City. San Joaquin Hills Park (4 acres) will be completed soon and will provide tennis courts, lawn bowling greens, and a picnic area.

Two proposals are made to take advantage of unique open space opportunities; these proposals will greatly increase the recreational opportunities for this entire area, including the older section of Corona del Mar:

1. A neighborhood park is proposed on the property north of Fifth Avenue and east of Marguerite Avenue.
2. The existing Grant Howald Park will be expanded easterly to Marguerite Avenue, adding 2.1 acres to this neighborhood park.

UPPER BAY AREA:

Three new neighborhood parks are proposed in the large vacant areas to serve residents and one "regional park" is proposed north of the Upper Bay.

1. (A) Castaway Site, (B) vacant site north of Newporter Inn, and (C) vacant site northwest of Upper Bay - a neighborhood park will be provided in each of these areas as residential development occurs. In the northwest Upper Bay site, a low intensity use neighborhood park will be developed even if the property is preserved as open space related to the Upper Bay flora and fauna reserve, as indicated on the Open Space Plan.
2. A "regional park" is proposed north of the Upper Bay on school district-owned property at the intersection of Bristol Street and Jamboree Road. This site will have excellent regional access when the Corona del Mar Freeway is constructed and can provide for large-scale field sports recreation and picnicking for the residents of Orange County, as well as providing views of, and a "lead-in" to, the Upper Bay flora and fauna reserve. The active sports area should be located well away from the bay so as not to disturb the wildlife and provide for a buffer zone. This proposal is consistent with the Land Use Element of the Orange County General Plan which designates this area as open space. The City will encourage the County to implement this proposal since it is obviously beyond the scope and responsibility of local funding sources.

3. If the privately-owned two-acre park in the Eastbluff neighborhood (owned by the Eastbluff Homeowners' Association) is jeopardized by the prospect of private development, the City will seek acquisition to preserve the area for park use.

Statistical Summary of Parks

EXISTING

Existing Population (January 1973)	54,475
Existing Park Facilities:	
Playlots (-----)	-----Acres
Neighborhood Parks (16)	71.2 Acres ¹
TOTAL AREA OF PARKS	71.2 Acres ¹
Current Acres of Parks per 1,000 Population	1.2

PROJECTED

Projected Maximum Population (by 1990) ²	99,347
Projected Park Facilities ³ :	
Playlots (7)	4.0 Acres
Neighborhood Parks (26)	166.2 Acres ¹
TOTAL AREA OF PARKS	170.2 Acres ¹
Projected Acres of Parks per 1,000 Population	1.6

¹Park acreage figures include the privately-owned parks in Eastbluff, Cameo Shores and Big Canyon, but do not include any other private facilities, schools, beaches, or view sites.

²Based on the adopted Residential Growth Element.

³Includes existing and committed parks and the parks proposed in this section of the Open Space Element.

SECTION 2 - View Parks

Introduction

This section of the Recreation and Open Space Element includes open space areas which are intended for relaxation and enjoyment of views as the major functions.

The City of Newport Beach is blessed with a unique geographic setting, resulting in spectacular views of the bay, ocean, and urban development. In order to provide areas where the public may enjoy these views, several public view parks are indicated on the Open Space Plan. (It is recognized that many of the common open space areas provided in the residential planned community developments provide for enjoyment of views; however, this Section of the Recreation and Open Space Element deals only with view parks which are, or will be, publicly-owned.)

While some of the sites for proposed view parks are currently in public ownership, several view parks are designated on land that is currently privately-owned. It is hoped, in many cases, that the developer will include a public view park in plans for development of these areas. If agreement cannot be reached, the City should attempt to acquire the land. Detailed development plans for the improvement of the proposed view parks will be prepared as soon as possible after the exact sites are determined.

Existing and Committed View Parks

There are eight existing and committed publicly-owned view parks in the City which are, and will be, provided for public enjoyment.

Following is a description of these existing and committed view parks:

1. CLIFF DRIVE WEST OF RIVERSIDE DRIVE IN THE NEWPORT HEIGHTS AREA - This view park is part of the publicly-owned open space area which lies between Cliff Drive, Avon Street, and Riverside Drive. The portion of this open space area on top of the bluff affords views of the harbor, ocean, and lower Newport.
2. CLIFF DRIVE AT EL MODENA AVENUE IN THE NEWPORT HEIGHTS AREA - One hundred feet of the undeveloped frontage is currently in City ownership while the property to the west (church site) is owned by the State. The City-owned property will be improved as a view park in the near future. It is proposed that the church site be added to expand this view park when this becomes feasible.
3. WESTCLIFF VIEW PARK - Located on Polaris Drive, this view park affords views of the Upper Bay and the Harbor.
4. GALAXY VIEW PARK - Located on Galaxy Drive, views of the Upper Bay and the Harbor are afforded.
5. WEST JETTY VIEW PARK - Located at the west harbor entrance jetty, this view park affords views of the entrance channel,

the Corona del Mar Bluffs, the downcoast area, and the ocean.

6. INSPIRATION POINT/LOOK OUT POINT VIEW PARK - Located on Ocean Boulevard in Corona del Mar, this view park consists of a small landscaped area at the top of the bluff above Corona del Mar State Beach. A spectacular panoramic view of the ocean, Harbor, and Lower Newport is afforded.
7. LIDO VIEW PARK - Located at the west end of the Lido Isle bridge, this small park area provides benches and a view of the Bay.

Proposed View Parks

"As indicated on The Open Space Plan, several view parks are proposed:

1. CASTAWAY SITE (EAST OF DOVER DRIVE AT TOP OF BLUFF), 2. NORTHWEST UPPER BAY SITE (EAST OF IRVINE AVENUE AT TOP OF BLUFF), AND 3, NORTH NEWPORTER INN SITE (WEST OF JAMBOREE ROAD).

It is proposed that a publicly-owned view park be incorporated into any development of each of these areas, in order to preserve opportunities for public viewing of the Upper Bay area. These view parks can be provided within the public activity parks which are proposed for each of these areas, but must be located near the top of the bluffs.

4. STATE-OWNED LAND AT TOP OF BLUFFS EAST OF SUPERIOR AVENUE - located North of Pacific Coast Highway at the Southerly edge of the Versailles Bluff. This site will provide a view of the ocean, the Bay, and lower Newport Beach.

5. TOP OF BLUFF WEST OF SUPERIOR AVENUE - It is proposed that at least one, and possibly two or three, view parks be provided adjacent to the bluff top with development of this area.
6. SANTA ANA RIVER AT THE OCEAN - It is proposed that a view park be provided at the terminus of the leg of Santa Ana River Greenbelt Trail that extends along the river to the beach.

SECTION 3 - Flora and Fauna Reserves

Introduction

This Section of the Recreation and Open Space Element includes open space areas which are to be maintained in a predominately natural state to preserve valuable flora and fauna resources for both ecological and educational purposes.

The Newport Beach planning area contains several unique terrestrial and aquatic areas which are of both local and regional ecological significance. The areas designated "flora and fauna reserves" on the Open Space Plan will be maintained in their natural state, with only such interference as is necessary for the enhancement and preservation of the natural flora and fauna resources. Public access and environmental information facilities will be provided, but the design of the access ways and man-made improvements will be environmentally sensitive and will include mitigation measures to protect against potential adverse ecological effects. Master plans for the detailed improvements in each of the flora and fauna reserves will be developed after adoption of this Element.

Proposals

The proposals of this Section are based, to a great extent, on the "Ecological Survey" report developed by Dr. Peter Dixon and Mr. Gordon Marsh, under contract with the City. This report includes a City-wide

survey of flora and fauna resources, indicating those areas which possess the greatest natural values. (Refer to this report for more detailed discussion of the areas proposed as flora and fauna reserves.)

The following areas are designated on the Open Space Plan as flora and fauna reserves:

1. UPPER BAY

This area includes the water, islands, and lands adjacent to the Upper Bay. The Upper Bay area, between the bluffs, consists of approximately 1,000 acres of water, tidelands and salt marshland. Approximately 700 acres are covered by water at high tides with about 300 acres covered by water at low tides. While most of the water and tidelands area of the Upper Bay is publicly-owned (as state-grated tidelands), much of the low, mud-flat area at the northern end is in private ownership. Any private development of this area (for example, a housing tract) would severely diminish both the natural aesthetic quality and the ecological values of the Upper Bay. Of the 70,000 feet of water frontage, 64,000 feet is privately-owned; in other words, only 8.7 percent of the bay's water frontage is publicly-owned. Much of the adjacent area above the bluffs, shown as part of the Upper Bay flora and fauna reserve is also privately-owned. These bluff and upland open areas show a number of values for which protection is essential. In addition to providing a buffer area separating the wildlife of the Bay from the private development surrounding the Bay, these open areas

contain important remnants of the native coastal sage scrub flora and fauna of southern California and the most significant fossil locations of their type in California. Because of the unique combination of bluffs, uplands and Bay, these areas hold great potential as an educational attraction on a regional basis. The more gently sloping uplands also could provide space for low intensity utilization in providing educational and recreational facilities for the visiting public.

In terms of wildlife value and productivity, the Upper Bay is undoubtedly the most valuable remaining natural estuary in southern California. Migrant water-associated birds are the major wildlife group, with an observed winter population of 40,000 to 50,000 birds. The waters of Upper Bay are also utilized as spawning and nursery grounds by many species of fish. Also, numerous species of marine invertebrates, shellfish, and micro-organisms inhabit the Upper Bay. Thus, the Upper Bay is a unique ecological system of both regional and local significance.

As stated by the State Department of Fish and Game in their "Report on the Natural Resources of Upper Newport Bay", March, 1970:

"The bay forms a vital link in the ecological system of southern California, especially for marine fish and wildlife. With the continued thrust of urbanization, which already has resulted in the loss of most of the estuarine habitat in southern California, the role of Upper Newport Bay is becoming extremely important -- Upper Newport Bay is the last major baylike body of water remaining in a fairly pristine condition along 400 miles of coast between Morro Bay and Estero de Punta Banda in Mexico."

In this era of environmental consciousness, if any natural resource deserves public protection, the Upper Bay does. The expenditure of public funds is certainly warranted, if not mandated, to preserve this unique and irreplaceable estuary as a public resource for the benefit of present and future generations.

In view of the regional significance of this ecological resource, it is anticipated that public acquisition of the privately-owned lands within the designated area will occur with the assistance of appropriate county, state, and federal agencies.

It is recognized that limited interference by man will be necessary to enhance and preserve this area (to resolve problems of erosion, siltation, and water pollution) and to provide for public access, trails, rest stops, information centers, etc., however, this interference and any man-made improvements will not be permitted to reduce the wildlife value and productivity of the area. A master plan for the Upper Bay, addressing these detailed considerations and the specific public uses of the land and water areas, will be prepared in the near future. This master plan will be developed with the participation and cooperation of the City and appropriate County, State and Federal agencies and representatives of the public at large.

2. NEWPORT BEACH MARINE LIFE REFUGE

This area, consisting of approximately 2,800 feet of Corona del Mar shoreline and extending 200 feet seaward, was designated by

the state as a "Marine Life Refuge" in 1968. The purpose of a marine life refuge is to protect the natural flora and fauna resources of the shoreline; in this case the emphasis is on conserving marine life in the tide pools from the on-slaught of beach visitors. Within the boundaries of a marine life refuge, only abalone, mackerel, lobster, bonita, halibut, perch, spotted bass, sand bass, kelp bass, croaker, corbina, and rockfish may be taken.

The Newport Beach Marine Life Refuge area consists of a rocky coastline of cliffs, jutting promontories, sandy coves, and a series of rocky tide pools. The most common tide pool animals are rock crabs, hermit crabs, starfish, sea urchins, sea anemones, limpets, univalve mollusks, barnacles, and mussels. In addition, there are several kinds of kelp and other marine plants.

This area will be preserved in its natural state for perpetuity.

3. BUCK GULLY and

4. MORNING CANYON

These canyon areas, running through Corona del Mar from the beach to the San Joaquin Hills, are currently in private ownership. For the most part, the canyons are covered with a variety of native plants and provide a habitat for many birds and small animals. It is proposed that these canyons be maintained as natural open space, by public acquisition of the land in fee or an easement.

5. HARBOR VIEW NATURE PARK

This natural canyon area in the upper portion of Big Canyon will be preserved as open space and transformed into a "nature park". Additional native plants will be planted and the existing stream flow will be retained. Upon completion, this nature park will provide a recreational and natural area which will attract a greater wildlife assemblage than currently exists, and will serve as a nature study area.

6. NATURAL CANYON IN THE SPYGLASS HILL AREA

This natural canyon area, adjacent to the Municipal Water District Reservoir, contains significant native flora and fauna resources including dense stands of native chapparel and a wide variety of wildlife. This canyon will be preserved as open space and utilized as a "nature park" and nature study area utilizing a "recreation - educational" approach with a limited amount of enhancement.

7. NATURE PARK AREA ADJACENT TO NEWPORT HARBOR HIGH SCHOOL

This low-lying wash area is being transformed into a "nature study area" by Newport Harbor High School students. The preservation of this nature study area is encouraged.

SECTION 4 - Scenic Areas

Introduction

This section of the Recreation and Open Space Element includes those areas which will be preserved for their natural scenic values and those open spaces which have a primary function other than that of a scenic area but which also afford significant scenic values.

Proposals

The major scenic areas which will be preserved as permanent open space, as shown on the Open Space Plan, are as follows:

1. NATURAL BLUFF AREAS

As the major topographical feature in the City, the natural bluffs provide a sense of continuity (in that they continue, with only a few interruptions, from West Newport to Corona del Mar) and also a sense of "place" or "identity" (since this feature is rather unique among cities). These bluffs also contain many unique geological features, such as the rock outcroppings at Corona del Mar and the cliffs at Dover Shores. In terms of scenic values, these bluffs are the most notable features in the City, other than the beach and water areas. In most cases the bluffs will be left in their natural state; however, in some cases the appearance of the bluffs should be enhanced, and erosion reduced, through natural-appearing plantings, using native plant materials as much as possible. Any development which would

destroy the scenic qualities of these bluffs should be prohibited.

2. UPPER BAY

Although the Upper Bay area is proposed as an open space area primarily for its value as a flora and fauna reserve, the scenic values are so significant that this area is also designated as a scenic area. Green marshlands, beaches, water, numerous birds, and majestic cliffs are elements of the natural beauty of the Upper Bay. Any man-made improvements within this area will be designed to blend into the natural appearance of the Upper Bay.

3. OCEAN AND OCEAN BEACHES

While the primary open space function of the ocean and ocean beach areas is recreation, the scenic values are also significant; thus, the ocean and ocean beach areas are designated as scenic areas. Man-made structures shall be permitted only for such purposes as public access, recreation, health and safety; these structures shall be designed to blend into or harmonize with the natural appearance of the ocean and beach area.

SECTION 5 - Public Beaches

Introduction

This section of the Recreation and Open Space Element includes both ocean and bay beach areas which will be preserved as permanent open space. The major function of these beach areas is public recreation. It is estimated by the Marine Safety Department that approximately 9,500,000 people visit the beaches annually, making the beaches in the City the most popular beach areas in the State of California. This popularity of the City's beaches creates a problem in terms of conflicts of desires between beach users and local residents, such as traffic, parking, congestion, and a mixture of people of diverse ages and life-styles. While some of these conflicts are inevitable, many of the proposals of this Section are aimed at reducing conflicts by providing properly located and designed parking areas and support facilities for beach users. It is recognized that the public beaches are a valuable regional public recreational asset and must continue to be accessible and enjoyable to residents of the region in addition to local residents.

Existing Ocean Beaches

All of the 6.1 miles of ocean front and 262 acres of sandy ocean beaches in the City of Newport Beach are in public ownership. Convenient public access to these beach areas is provided by the street ends leading directly onto the beach. Access points in West Newport

occur every 200 to 300 feet; access points on the Balboa Peninsula occur every 300 to 500 feet; access to Corona del Mar State Beach is provided by the access road leading to the beach parking lot and at various stairways and footpaths.

Existing Public Bay Beaches

There are four major City-owned bay beaches (19th Street, 10th Street, "N" Street, and Pirate's Cove), comprising a total of approximately 2,000 lineal feet of water frontage and approximately 3.5 acres of sandy beach area.

These bay beaches serve the need for public swimming areas which are protected from the surf, being particularly suited to swimming use for the very young and the senior citizens, for whom swimming in the surf off the ocean beach could be hazardous. These beaches are also generally more protected from the wind than ocean beaches and on windy days, they get considerable use by many people who would normally use ocean beaches.

Public Restrooms

Public beach sanitation regulations are contained in Section 7982 of Title 17 of the California Administrative Code, which states:

"7982. Number of Toilets. (a) Toilets shall be provided on the basis of not less than one per each sex per 1,000 people or one per 500 people if sex is not designated, at the time of maximum use, but not less than one or two units depending on

whether or not sex is designated. Urinals may be substituted for toilets up to two-thirds of the requirement, and portable toilets may be used to meet this requirement. Toilets shall be located in accordance with actual use patterns on the beach.

"(b) The reasonable intent of Section T17-7982(a) is that it should apply on the basis of average daily use during periods of peak use. The Health Officer may determine how many days the standards of Section T17-7982(a) may be exceeded."

BEACH SANITATION INVENTORY

Location	Women			Men		
	Toilets	Urinals	Sinks	Toilets	Urinals	Sinks
Newport						
Pier	12		2	7	8	2
15th St.	6		2	5	3	2
Balboa						
Pier	6		1	4	4	1
CdM West	6		1	4	4	1
CdM East	6	3	3	3	4	3
Buck Gully	2		1	1	1	1
19th St.	2		1	2	2	1
Washington						
St.	4		1	3	3	1
Ferry						
Landing	<u>1</u>		<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
	45	<u>3</u>	13	30	30	13
		(48)			(60)	

The Marine Safety Department estimates a figure of 38,000 persons as a maximum single time population on the beaches at any one time during average peak use. With the City's 108 toilet facilities, this would amount to a toilet fixture for every 352 persons. If we deduct about 12,000 beach users who are estimated to be residents and renters within easy walking distance of the beach, we would have

a toilet fixture for each 240 persons.

The adopted Beach Sanitation Regulations do not specify minimum or maximum walking distance to toilet facilities. The only reference to location is, "toilets shall be located in accordance with actual use patterns on the beach." The heaviest beach use in the Newport Beach area occurs at Balboa Pier, Newport Pier and Corona del Mar State Beach Park. The "Beach Sanitation Inventory" above indicates types and numbers of facilities available at these locations.

Proposals for Beaches

The following proposals are intended to assure preservation of the ocean beaches as public recreational areas:

1. All ocean beaches shall remain in public ownership for the recreational use of the general public.
2. The City of Newport Beach will encourage the provision of additional restrooms to the extent necessary to reasonably meet the intent of Title 17 of the California Administrative Code. Additional restrooms, if necessary, should be located off of the sand beach surface; in many cases restrooms will be provided at the existing and proposed activity parks located near the beach (such as the proposed West Newport Park in the "old P.E. Right-of-Way", and the proposed park on Balboa Boulevard at 32nd Street). Future plans should consider dispersing restroom facilities to make more of the beach available to more people and to provide more convenient facilities for all beach users. It is anticipated

that many of these additional restrooms will be financed with State and/or County funds since the need for these additional facilities results primarily from the influx of residents from throughout the region and not from local residents.

3. Additional beach parking will be provided in two locations in the West Newport area:

State highway right-of-way, south side of Coast Highway-

In conjunction with the development of this vacant strip of property on the south side of Coast Highway into a park, several public parking areas could be provided.

State highway right-of-way, north side of Coast Highway -

It is proposed that the vacant area below the bluffs on the north side of Coast Highway, west of Newport Boulevard, be developed as a public parking lot. A total of approximately 1,750 parking spaces can be provided in this area. While the location of this parking lot exceeds the State standard of a maximum of 400 feet from the beach, it is proposed that a system of small trams (buses) be developed to shuttle beach goers to the beach and back to their cars. (This proposal is discussed in more detail in the Circulation Element.)

The above proposals will add approximately 2,000 additional parking

spaces. This appears to be the maximum feasible, short of paving over more of the beach area (which is directly contradictory to City policy). In addition, it is apparent that many beach users are local residents with their own off-street parking and that many other beach users travel to the beach by means other than the automobile (e.g., walking, bicycling, or by bus). Since the proposed additional public parking areas will primarily serve residents of the region, rather than local residents, the City will enlist the financial participation of the State and County. Two of the proposed parking areas are on land which is currently owned by the State. It would seem reasonable for the State to, at a minimum, provide the land for these parking lots.

4. The City will determine the desirable maximum capacity of the beaches and explore possible methods of limiting beach use to this capacity in order to assure that over-use does not destroy the recreational and environmental value of the beaches. Implementation of Item 3 shall be held in abeyance until this Item 4 determination is accomplished.

SECTION 6 - Golf Courses

Introduction

This Section of the Recreation and Open Space Element includes golf courses because of their significance as visual/psychological open space as well as their recreational function.

Existing Golf Courses

Newport Beach has three existing golf courses. Although these golf courses are privately-owned, they provide major public open space benefits in terms of: 1) aesthetics; 2) contribution to maintenance of air quality due to the oxygen production of the lawns, trees, and shrubs; and 3) recreation.

The three existing golf courses are as follows:

1. IRVINE COAST COUNTRY CLUB (PRIVATE) - located at the north-east corner of Coast Highway and Jamboree Road.
2. GOLF COURSE ADJACENT TO NEWPORTER INN (PUBLIC) - on the west side of Jamboree Road north of Coast Highway.
3. BIG CANYON COUNTRY CLUB (PRIVATE) - located within the Big Canyon residential development, north of San Joaquin Hills Road between Jamboree Road and Mac Arthur Boulevard.

Proposals

The City of Newport Beach will take whatever steps are necessary to assure preservation of the existing golf courses as open space areas. There is one additional golf course shown on the Open Space Plan as proposed for the vacant site northwest of the Upper Bay.

SECTION 7 - Greenbelts and Paseos

Introduction

This Section of the Recreation and Open Space Element includes permanent open space areas which give form to residential neighborhoods, which provide for residential amenity and which provide for pedestrian, and in some cases bicycle, circulation. Other functions, such as active and passive recreation, may be provided for within the greenbelt and paseo areas.

Existing and Committed Greenbelt and Paseo Areas

A unique concept of a greenbelt/paseo system has been developed with the cooperation of the Parks, Beaches, and Recreation Commission and private developers.

The existing and committed greenbelt and paseo areas, as indicated on the Open Space Plan, have been, and are being, provided as "common open space" in the newer "Residential Planned Communities" and as public open space between residential neighborhoods. Examples of these greenbelts and paseos are found in the Bluffs, Harbor View, Spyglass, and Jasmine Creek developments. Many of these greenbelts and paseos are owned and maintained in common by the homeowners within the residential development; others are publicly-owned and maintained. The greenbelt/paseo system being developed in the areas in the eastern section of the City will provide linkages with major public facilities, open spaces and shopping centers.

Proposals

"Residential Planned Community" developments, which include provision for greenbelts and paseos that tie in with a community-wide system connecting major public facilities, open spaces and shopping centers shall be encouraged as an alternative to typical single-family residential development.

The City of Newport Beach shall also cooperate with the County and other cities in the Santa Ana River Greenbelt Project effort, as discussed under the "Trails" section of the Recreation and Open Space Element.

SECTION 8 - Bay

Introduction

This Section of the Recreation and Open Space Element includes the bay water areas within the City, recognizing the significance of the bay areas as major open spaces. The bay waters are the major internal open space areas in the City providing visual/psychological relief and a feeling of spaciousness as well as providing for public, marine recreation. As stated in the "Newport Tomorrow" goals report prepared by a citizens' organization in 1969: "Our greatest pride in this community is Newport Harbor. It unites the segments of our City. The citizens feel it is their harbor, their waterway, their natural resource."

Existing Conditions

Currently there are approximately 1,200 acres of bay water available for public marine recreation within the City, including both Upper and Lower Newport Bay. Newport Harbor is a major regional recreational harbor for both power and sail boats, with approximately 9,000 boats berthed among residential piers, in commercial marinas, and on off-shore and on-shore moorings. It is estimated that the owners of approximately 80 percent of these boats live outside Newport Beach. In peak months, over 80,000 boats enter and leave Newport Harbor. Other recreation uses of the bay include fishing, and in limited areas, swimming.

Support facilities for the marine recreational uses of the bay include several marine gas stations; boat repair and service, boat rental, and sport fishing businesses; two launch ramps; several "hoist" boat launching businesses; and one pump-out station.

The Newport Harbor waterways consist of a Main Channel (including entrance to the harbor), the Newport Channel, and the Lido Turning Basin. The Main Channel is 3.6 miles in length, 20 feet in depth and 200 feet wide except in the Entrance Channel where it widens to 500 feet. The Newport Channel is 1.5 miles in length with a depth of 10 feet and a width of 200 feet. The Lido Turning Basin is included in both the lengths given for the Main Channel and the Newport Channel, and has a depth of 20 feet.

The public is provided with 10 docks and small public piers in the bay. These are located at Washington Avenue, Fernando Street, 15th Street, 19th Street, 26th Street, Emerald Avenue, Opal Avenue, Coral Avenue, and Sapphire and "N" Streets. At these locations public swimming and fishing activities, as well as temporary boat tie-up facilities are provided. The Harbor District maintains seven slips and ten moorings for visiting yachts. A nominal fee is charged.

Six fuel docks, which also provide pump-out stations for boats, annually sell 2,080,000 gallons of boat fuel. The fuel docks are located at "A" Street on the Balboa Peninsula, at Main Street on the Balboa Peninsula, and between Palm and Adams Streets also on the

Balboa Peninsula. The remaining two gasdocks are located on Balboa Island -- one between Agate Avenue and Pearl Avenue and the other at Opal Avenue.

Although Newport Harbor is one of the most desirable small boat harbors in California, there are several current problems or shortcomings of Newport Harbor relating to its function as a major recreational harbor, including:

1. Shortage of launch ramps -- only two launch ramps, both in the Upper Bay;
2. Boat traffic problems -- created by number of boats on weekends, the constriction of some navigation channels by moorings and structures, and sailboat racing courses conflicting with navigation channels; and
3. Continual loss of boat repair and service facilities to other development -- due to high waterfront land values and property taxes and demand for waterfront property for other uses.

Proposals

1. No projects will be permitted which would result in a substantial reduction in the water area of Newport Bay.
2. The area taken up by moorings shall not be increased, and in certain places may be reduced.
3. A detailed harbor study should be conducted and a specific

"harbor plan" should be developed in conjunction with the Harbor District to determine support facility needs, to reduce boat traffic problems and improve navigation, and to designate harbor uses. This "harbor plan" will include proposals for 1) providing additional public facilities, 2) encouraging additional commercial support facilities, and 3) eliminating or relocating moorings or over-water structures, and 4) specific use areas (anchorage, swimming, sailboat racing, etc.). No attempt will be made to increase boat mooring and slip capacity in the bay, in view of the current overcrowding.

4. The proposed "West Newport Harbor", as discussed in the Land Use Element, if feasible, will be developed and will add additional recreational bay water area within the City.

SECTION 9 - Ocean

Introduction

This Section of the Recreation and Open Space Element includes the ocean area within the City recognizing the significance of the ocean area as a major open space providing visual/psychological relief as well as public, marine recreation.

Existing Conditions

The City boundary extends out into the Pacific Ocean a distance of three miles, resulting in 12,873 acres of ocean area being contained within the City limits of Newport Beach.

The only existing man-made incursions within this ocean area are the Newport and Balboa Piers, the entrance channel jetties, the rock groins in West Newport, and the navigational buoys. (This ocean area is part of the State oil drilling sanctuary, created in 1955 by the "Shell-Cunningham Act". This Act prohibits oil drilling in State waters (3 miles out) from the northwestern boundary of Newport Beach to the Mexican border. (The issue of oil production is further discussed in the Conservation of Natural Resources Element.)

Proposals

No further man-made incursions into this ocean area will be permitted, except for the possible jetties for the proposed West Newport Harbor, and except as may be determined to be necessary for public health and safety (e.g., navigational aids and erosion control devices). (Beach erosion control is discussed in the Conservation of Natural Resources Element.)

SECTION 10 - Trails

Introduction

This Section of the Recreation and Open Space Element includes recreational trails in the following functional categories:

1. Bicycling
2. Equestrian
3. Hiking

In some cases, equestrian and hiking functions may be served by a single trail, while bicycle trails may parallel equestrian and hiking trails.

All of the proposed trails will be open to use of the general public. In most cases, the trails will be created on land which is currently in public ownership. In those cases where a proposed trail is shown through an undeveloped, privately-owned area, it is anticipated that provision for the trail will be included in development plans. In other cases, the land, or an easement, for the trail will have to be publicly acquired. Except where the proposed trails follow an established public right-of-way, the locations shown on the Open Space Plan are intended to be general and may vary depending on private development proposals. Detailed plans for each segment of these trail systems will be developed based on the general policies and standards contained herein.

MASTER PLAN OF BIKEWAYS TEXT AS RECOMMENDED BY THE
PLANNING COMMISSION NOVEMBER 29, 1973

Bikeways

Following the recommendations of a Joint Citizens Committee, a Master Plan of Bicycle Trails for the Newport Harbor area was adopted by the City Councils of Costa Mesa and Newport Beach in 1968. The plan was later revised within the City of Newport Beach by the City Council and a few segments have been implemented. The 1968 plan is primarily a "skeletal plan" limited to a few bikeways designated within existing street rights-of-way. Since the existing Master Plan was adopted, the use of bicycles has increased considerably for reasons for transportation, recreation, and health.

It is intended that this portion of the General Plan provide an updating and revision of the current Master Plan of Bicycle Trails, resulting in a comprehensive, long-range development guide for provision of bikeways within the City of Newport Beach.

The lines shown on the Master Plan (backbone and secondary) are only "desire lines" unless indicated as already established or committed bikeways. They do not show precise locations nor do they imply a commitment to establish any designated bikeway. Precise locations will be adopted step by step as studies are completed and funds become available. When in time a bikeway is to be established, its actual location will be subject to the approval of the City Council after Public Hearing.

There are several additional segments of the public right-of-way system which were considered for designation as bikeways on the Master Plan, but which were separated from further study. These

segments, in many cases, currently receive considerable bicycle use, and are shown in Figure 4.

DEFINITIONS

Bikeway is the term used to designate all facilities that explicitly provide for bicycle travel. It can be anything from an independent grade-separated facility or separate right-of-way to a shoulder of a street or highway, designated as a bikeway by signs, striped lanes, surface markings and/or other features. Bikeways are generally divided into three different classifications:

1. Bicycle Trail is a pathway designated for the use of bicycles which is physically separated from motor vehicular traffic. Pedestrian traffic may or may not be excluded.
2. Bicycle Lane is a lane in the street, normally the parking lane, designated for the exclusive or semi-exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed. Vehicle parking may or may not be allowed. Crossflows by motorists to gain access to driveways and parking facilities is allowed. Separation from the motor vehicle traveled way is normally by a painted solid stripe.
3. Bicycle Route is a shared right-of-way for bicycle operation specified by signs and markings. Shared routes should only be developed on roadways with low speed and volume, such as residential streets.

USE OF BIKEWAYS AND TRAVELWAY SELECTION CONSIDERATIONS

There are three major reasons for bicycling and the travel characteristics of each must be considered before meaningful efforts can be directed toward the development of a useful and effective bikeway system. These include the functional, recreational and physical fitness aspects of bicycling.

The functional use of bicycles includes such activities as daily

commuting to and from work or school, running errands, and transportation to specific activity centers such as parks, the beach, or shopping areas. Residents who use bicycles daily as their primary means and mode of transportation are concerned with utilizing the most convenient and direct route available to reach their destination. Consequently, there is a general aversion and reluctance to any significant out-of-direction travel. Inconveniently situated bikeways will not normally be used. Studies have shown one to three blocks out of the direction of travel is about the limit depending upon the distance to be traveled. These bicyclists normally will select a route along a primary or a major highway. Highways in such instances, serve as the major linkages between activity centers in the community. Although accessibility from within a residential neighborhood to these highways is a major concern, it would be difficult to designate the series of routes the cyclist would take to reach a major highway. The cyclist will take the most direct route available from his home to the major linkage. The key design consideration for the functional cyclists, therefore, is to offer direct and convenient linkages which may be followed between residential neighborhoods and the several activity centers within the community.

The second major reason for use of bicycles is recreation. Scenic interest such as a panoramic view of the harbor or a ride in an open space area is a principal attribute of a recreation route. Time saving, as a general rule, does not necessarily appear to be a relevant route selection criterion for these cyclists.

The third major reason for bicycling is for physical fitness. Bicyclists under this classification normally will not select or use any one type of bikeway to any significant degree. Rather they will

use any one or a combination of the bikeways described previously.

SAFETY CRITERIA

The objective of the Master Plan of Bikeways is to provide safe as well as convenient and pleasurable bicycling. Therefore, the interplay of bicycle traffic with the other forms of traffic becomes one of the most important criteria in the planning and designing of bikeways. The Orange County Road Department reports that:

"Speeds and volumes of local residential streets are normally not high enough to require traffic separation. Signing of the route should be sufficient to designate the street as an established bicycle route, thereby informing motorists that bicycles will be using the same facility. It is assumed that motorists will then extend the proper courtesy and use good driving habits to insure the safety of both themselves and the bicyclists.

Collector streets, and secondary, primary and major highways require separation between vehicular and bicycle traffic in addition to route signing. The bicycle facility should be located well outside the travelled way and where possible, it should be incorporated in the parkway behind the curb line.

On the basis of accident experience, the Road Department has emphasized that bicycles and motor vehicles should not be mixed and that use of painted lines and signs do not provide adequate or positive protection for bicyclists against drunken drivers, out of town drivers who are not familiar with bicycle signing, inattentive drivers, and careless speeders.

Further, while automobiles on arterial highways travel at speeds of 35 to 65 m.p.h., most bicyclists travel at not more than 10 m.p.h. With this speed differential, there is a strong chance of serious, if not fatal, injury to the bicyclist who accidentally swerves into the traffic (most commonly children or teenagers through poor judgment or horseplay). For this reason, the Road Department recommends that, on arterial highways, bicycles be separated as far as possible from motor vehicle traffic. In some cases, this would eliminate landscaping in the parkway and would not be aesthetically desirable. However, aesthetics have to be weighed against the safety of children and adult bicyclists. Where possible, the solution is to provide more right-of-way so that landscaping can also be provided."

Traffic separation is the principal factor to be considered in roadway safety. Bicycle trails generally are preferable to bicycle lanes and routes. However, the extent to which these concepts are applied is dependent upon the volume and speed of vehicular traffic, the nature of pedestrian traffic, and the physical constraints along the bikeway.

DESIGN STANDARDS

Detailed plans will be developed for each segment of the bikeway system, utilizing the following design standards:

1. The use of Bicycle Routes should be limited to local residential streets where the speeds and volumes of automobile traffic do not require traffic separation.
2. Separate Bicycle Trails and Bicycle Lanes should be provided along designated collector streets, secondary, primary and major highways where speeds and volumes of automobile traffic create a potential traffic safety problem.
3. In high pedestrian and/or bicycle use areas, bicycle traffic should be separated from pedestrian as well as automobile traffic.
4. The minimum width of Bicycle Trails and Lanes should be five feet for one-way bicycle traffic, eight feet for two-way bicycle traffic and ten feet to accommodate both pedestrian and bicycle traffic. Volume speed and composition of traffic may require greater width of trails or lanes.
5. Level areas for rest stops along bikeways should be provided if long grades of six percent or more are unavoidable. A ten percent grade will be considered a maximum.
6. Bicycle racks should be provided by both public and private entities at destination points along bikeways.
7. A comprehensive signing program along bikeways, with directions to major destination points, should be included as each segment is implemented.

8. Signs alerting motorists to bicycle traffic should be recommended.

DEVELOPMENT OF BIKEWAYS

Bicycle routes, lanes and trails can be developed through parks, within flood control or utility easements within existing road rights-of-way, by acquiring additional road rights-of-way and/or by requiring dedication.

In the undeveloped areas within the City, the City can require dedication for bicycle trails as a condition of development approval. The provision of bikeway facilities, even though not indicated on the Master Plan of Bikeways, should be considered in new developments to assure the safety of bicycle riders.

In the areas of the City where development has already taken place, bikeway implementation is almost solely dependent upon placement within the existing street rights-of-way. Development adjacent to streets often prohibits the acquisition of additional land to construct bicycle trails. However, whenever major street projects are undertaken, careful consideration should be given to providing for safe bicycle transportation.

The most common method of establishing Bicycle Lanes within existing rights-of-way is through the use of parking lanes. However, many of the "older sections" of the City do not have a sufficient number of parking spaces to make total prohibition of on-street parking a feasible alternative. In some cases a partial limitation on parking is an acceptable alternative; for example, between the hours of 8:00 a.m. until 9:30 a.m. and from 2:00 p.m. until 4:00 p.m. when children are travelling to and from school. During these




daylight hours only a minimal demand for parking exists in most residential neighborhoods.

Bicycle trails, lanes and routes must be effectively and distinctly identified and delineated with appropriate signs and pavement markings. Where part of the curb-to-curb street width is used for a bicycle lane, the manual on Uniform Traffic Control Devices for Streets and Highways dictates that a single white line should be used to delineate the bicycle lane from the traffic lane. However, the City will consider further delineation of the bicycle lane.

Section 12.56.140 of the City of Newport Beach Municipal Code prohibits the use of bicycles on public sidewalks with several specific exceptions. It would seem prudent to continue this prohibition of bicycle traffic on public sidewalks except for those sufficient in width to carry both pedestrian and bicycle traffic.

The City will maintain a continuous review of bikeway standards, locations, and priorities.

MASTER PLAN OF BIKEWAYS

Backbone Bikeway	
Secondary Bikeway	
Bikeway Outside Of City	

NOT TO BE
USED AS A
GUIDE FOR
RIDING
EXCEPT ON
ESTABLISHED
BIKEWAYS

CITY OF NEWPORT BEACH

ORANGE COUNTY, CALIFORNIA

Equestrian Trails

With increasing urbanization, areas for horseback riding are becoming scarce. In order to provide for this form of recreation, equestrian trails are proposed in two locations as indicated on the Open Space Plan: 1) at the northerly end of the Upper Bay and 2) adjacent to the Santa Ana River. Both of these trails are in locations which will minimize any conflicts between horseback riding and other land uses. Also in both cases, continuity with proposed regional equestrian trails is accomplished.

The proposed trails at the northerly end of the Upper Bay will provide a segment of a trail system proposed by the County which will extend from the Santa Ana River Greenbelt into the San Joaquin Hills. The routing and design of this trail around the proposed Upper Bay Wildlife Refuge must take into consideration the possible adverse ecological effects of such a trail. Detailed design solutions will be required to mitigate such possible adverse effects as trampling of vegetation and erosion.

The proposed trail adjacent to the Santa Ana River will provide a segment of the County-wide Santa Ana River Greenbelt Trail connecting to the ocean. An "end-of-trail" landscaped rest area will be provided. The precise alignment of this trail and the precise location of the rest area will be determined by the specific plan for development of the Banning property.

DESIGN STANDARDS

Surfacing - A primary consideration for safety in the construction

of public equestrian trails is the use of a natural surfacing material. Rocks, gravel, cinders and concrete are unsatisfactory because they injure horse's hooves and legs and cause accidents. While common soil is suitable, the Associated Riding Clubs of Orange County suggest the use of wood chips derived from City tree trimming. These wood chips cut down on the amount of dust created. Since bicycle trails should have a paved surface, equestrian and bicycle functions cannot be served by a single trail, although a bicycle trail may parallel an equestrian (and/or hiking) trail.

Width - The Associated Riding Clubs suggest a desirable trail width of fifteen feet. This width facilitates passing and riding two abreast, and also accommodates emergency vehicles. In addition, it is wide enough to assure interest and perspective with relation to the trail alignment, terrain, and foliage. Six feet is the minimum width which will allow horses to pass.

Clearance - Foliage and other obstructions should be cleared to a height of fifteen feet to prevent riders from being injured or brushed from their horses.

Grade - While grades of fifteen percent are tolerable for short distances, the average grade of riding trails should not exceed five percent.

Trail Stops - These areas should have water, hitching rails, one or two picnic units, and rest rooms. These facilities may be located within a public activity park adjacent to the equestrian trail.

Hiking Trails

Recognizing the physical fitness, psychological, and educational values of hiking, several hiking trails are proposed, as indicated on the Open Space Plan. These trails are intended to provide enjoyable walking experiences and to take advantage of rapidly diminishing opportunities for walking through natural areas.

Two of the proposed hiking trails will utilize proposed equestrian trails at the northerly end of the Upper Bay and adjacent to the Santa Ana River. Both of these trails will provide segments of regional trail systems. No additional improvement, other than adequate signing, are required for the hiking use of these trails.

The proposed hiking trail in Buck Gully would lead into the San Joaquin Hills, hopefully all the way to Signal Peak with the cooperation of the property owners. Again the routing and design of the trail must be sensitive to the ecology of this natural area. A certain amount of shrub clearance and grading will undoubtedly be required; however, this will be kept to a minimum. This trail will be located to the side of the seasonal stream in the canyon bottom. Entrance and directional signing will be provided. Also, small signs identifying native trees and shrubs could be provided.

The hiking trail on the east side of Upper Bay and leading into the Harbor View Hills area has been proposed by a local Boy Scout and approved, in concept, by the Parks, Beaches, and Recreation Commission. Signing will be provided.

SECTION 11 - Scenic Highways and Drives

This Section of the Recreation and Open Space Element includes one State highway and several local streets that afford the motorist with unique scenic views, and is intended to meet the State requirement that General Plans contain a "Scenic Highway Element". Government Code Section 65302 requires that a Scenic Highway Element be prepared, ". . . for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code".

Official State Scenic Highways

Section 261 of the Streets and Highways Code states in part:

"The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including but not limited to, (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment."

Section 262 of the Streets and Highways Code states in part:

"Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bringing such highway up to the standards for official scenic highways established by the department, including the concept of the 'complete highway' . . . the department shall designate the highway as an official

state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

"The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highways."

The only highway in the City that is eligible for designation as an "official State scenic highway" is Pacific Coast Highway, as a portion of State Route 1.

The major advantage to the City in having Pacific Coast Highway designated as an official State scenic highway is improved design of (and possibly, higher priority for) improvements to the highway, landscaping, and bridges.

The City of Newport Beach will request the Division of Highways to conduct a "Corridor Survey" and the "Highway Facility Study" as suggested in the report, "The Scenic Route - A Guide for the Official Designation of Eligible Scenic Highways", published by the State Department of Public Works. Section 2.2.1 of this report states that:

"The results of these two studies will be prepared, in cooperation with the local jurisdiction, by the District staff in a single comprehensive scenic highway report. The report will contain maps, photographs, and other necessary documentation showing:

- a. Suggested Scenic Highway corridor boundaries.
- b. Scenic elements within the suggested corridor.
- c. The relationship of the right of way to its surrounding environment.
- d. Suggested preservation of the scenic and aesthetic elements of the visual environment.

- e. Any proposed realignments of the route, if known.
- f. Potential locations of roadside rests, vista points, and areas for public or commercial information sites."

Section 2.2.2 of this report states:

"The local jurisdiction shall prepare, with assistance from the Division of Highways staff, as requested, the Scenic Highway specific plan . . . and Program of proposed implementation measures . . .

"The local corridor plan and program should provide for the protection and enhancement of the existing natural and man-made scenic resources that contributed to the highway being included in the Master Plan. This is the primary purpose of the program. Under the police powers given to local government by the State, it is entirely feasible for local governmental bodies to direct their efforts toward eliminating and/or preventing any unsightly development to occur within the corridor through a program involving the reasonable exercise of its powers."

Upon completion of this "Corridor Protection Program", the City will request the State to develop a plan and program to upgrade the road and right of way to Scenic Highway Standards and to designate and sign Pacific Coast Highway as an Official State Scenic Highway.

The City of Newport Beach has been concerned with the aesthetics of its roadsides for some time and has adopted ordinances limiting type of land use, height and bulk of buildings, grading, and on-site advertising, and prohibiting off-site advertising (billboards). The City also has an on-going program of road side landscaping, undergrounding of utilities, and street tree planting and maintenance. In view of these current ordinances and programs, the City should be readily able to meet its responsibilities for scenic conservation along the Pacific Coast Highway.

Local Scenic Drives

In addition to the Pacific Coast Highway, there are several local streets that afford significant scenic views to the motorist and are indicated as "scenic drives" on the Open Space Plan. These local "scenic drives" will be identified with appropriate signing; views from these streets and the aesthetic quality of the roadsides will be protected and improved to the extent possible. Local scenic drives include Cliff Drive, Backbay Drive, and Ocean Blvd.

SECTION 12 - IMPLEMENTATION

The proposals contained herein will cost money. A basic premise of this Recreation and Open Space Element is that open spaces serve a public need, provide public services, and are a necessary part of a high-quality living environment; and that, therefore, the expenditure of public funds for preservation and improvement of open space is warranted. While it is anticipated that acquisition of land for all of the park and trail proposals in the undeveloped areas will be implemented through dedication of land by the developer, many of the open space proposals will require public purchase of the land or of an easement. The City of Newport Beach has adopted an Open Space Zoning District; however, privately-owned land can only be zoned as open space with the agreement of the property owner.

It is obvious that public purchase of land for open space in an area with the high land values of Newport Beach is going to be an expensive proposition. It is anticipated that land values are going to continue to increase. Therefore, the City should acquire these lands as soon as possible and will consider the best possible use of existing City owned lands.

There are many possible means of raising the revenues necessary for public purchase and improvement of open space lands, including building exise tax, municipal bond issures, special assessment districts, and grants from State and Federal agencies.

Where the open space areas have regional significance, the City will request the participation of the County, State, or Federal Government.

Grants from Federal and State Agencies

The City of Newport Beach will apply to the State and Federal governments for funds to assist in acquisition and development of some of its park and open-space land. The most common grant source is the Land and Water Conservation Fund; however, there are some other open-space grants from the Federal government that are available. In addition to these far-reaching grants, the City will also apply to the County for matching funds in the development of a portion of the bicycle trails system that coincides with the County Master Plan. In addition to Federal and County grants, the City is also eligible to receive monies through the Federal revenue-sharing program, both from the Federal level and the County level. Wherever applicable, the City will take advantage of these revenue-sharing funds.

State Park Bond Issue of 1974

Additional funds could conceivably be available to the City of Newport Beach if the State Park Bond Issue of 1974 is approved by the voters in June. This is a \$250,000,000 bond issue with \$90,000,000 being distributed to cities and counties. Based on the projected population in 1980, Newport Beach's share would be about \$206,000. This money would be used for both acquisition and development of park sites.

Excise Tax Fund

A major portion of funds that will be utilized to implement park development in the City of Newport Beach will come from the Building Excise Tax Fund. This is a fund that imposes a 15 cents per square foot development tax on all residential, commercial, and industrial developments within the City and is used exclusively for the development of fire stations, libraries and parks. Since its inception in 1964, this Fund has accumulated \$1,900,000 of which \$1,500,000 has been expended. Thirty-five percent of that amount has gone into park development. These funds have been expended in accordance with City Council Policy I-4 which is a cost-sharing policy on undeveloped land. Council Policy I-4 identifies the responsibilities of the City and private land owners when land developments are proposed, relating to the acquisition and development of local parks, view parks, bicycle trails, and other open-space elements.

Upper Bay

It is anticipated that the privately-owned lands designated as open space within and adjacent to the Upper Bay will be acquired by the State or Federal government as a wildlife preserve. If the State or Federal government does not acquire all of the Upper Bay area indicated as open space on the Open Space Plan, the City will explore other possibilities for acquisition.

Revenue Projections

Figure 5 projects the various potential revenue sources by year until 1990 - 1991.

Priorities for City Open Space Acquisition and Improvements

Figure 6 indicates the open space areas and facilities for which it is anticipated that City expenditures will be required, listed in three priority groupings. These priority groupings are based on three major factors:

- 1) The need to reduce activity park deficiencies in certain sections of the City;
- 2) The ecological significance of the areas;
and
- 3) The probability that the opportunity for preservation of open space will be lost in the near future.

Also included, are suggested time phases for acquisition and improvement, recognizing the fact that not all of these proposals can be accomplished at once. However, if the opportunity arises to acquire any of these areas sooner than indicated, this should be done. The proposed means of acquisition, estimated costs, and funding sources are also indicated on the chart. (All cost estimates are based on constant dollars; inflation is not taken into account. Although inflation will increase actual costs, it will also increase revenues such that the net effect on relative costs should be negligible.)

The costs of those projects earmarked for local bond issue funding (and State Bond Issue of 1974 funding if passed) add up to a total of \$3,136,000. If it becomes possible to lease the State-owned property at low cost, the local bond issue would not be necessary.

Projects Proposed to Be Funded by Other Levels of Government

Following is a list of open space projects which are beyond the responsibility and scope of local funding, and for which the City will seek County, State, and/or Federal funding:

1. Upper Newport Bay flora and fauna reserve and associated equestrian and hiking trails.
2. Santa Ana River Greenbelt and associated equestrian and hiking trails.
3. Land for public parking lots on State property on Coast Highway.
4. Additional public restrooms for beaches.
5. Regional park north of Upper Bay.

FIGURE 5

REVENUE SOURCES FOR PARK ACQUISITION AND DEVELOPMENT

Year	50% of Building Exc	Fed. Rev. Sharing	County Rev. Sharing	State Bond of 1974	Local Bond Issue	General Fund	County Bike Trails Fund	Gas Tax Bikeway Fund	Special Fund
1974-75	\$ 310,000		\$ 100,000		\$3,636,000	\$ 10,000	\$ 25,000	\$ 50,000	
1975-76	345,000		200,000	\$206,000		10,000	25,000	50,000	
1976-77	345,000	\$250,000				10,000	25,000	50,000	
1977-78	325,000	250,000				10,000	25,000	50,000	\$400,000
1978-79	310,000					10,000	25,000	50,000	
1979-80	290,000					10,000	25,000	50,000	
1980-81	275,000					10,000	15,000	30,000	
1981-82	255,000					10,000			
1982-83	240,000					10,000			
1983-84	220,000					10,000			
1984-85	200,000					10,000			
1985-86	190,000					10,000			

REVENUE SOURCES FOR PARK ACQUISITION AND DEVELOPMENT

Year	50% of Building Exc	Fed. Rev. Sharing	County Rev. Sharing	State Bond of 1974	Local Bond Issue	General Fund	County Bike Trails Fund	Gas Tax Bikeway Fund	Special Fund
1986-87	\$ 170,000					\$ 10,000			
1987-88	155,000					10,000			
1988-89	135,000					10,000			
1989-90	120,000					10,000			
1990-91	100,000					10,000			
Sub Totals	\$3,985,000	\$500,000	\$ 300,000	\$206,000	\$3,136,000	\$170,000	\$165,000	\$330,000	\$400,000

TOTAL-----\$9,692,000

FIGURE 6 - PRIORITY LISTING OF OPEN SPACE PROJECTS

Priority and Phase	Proposed Facility	Proposed Means of Acquisition	Estimated Acquisition Cost & Means of Funding	Estimated Improvement Cost & Means of Funding
1st Priority by Fiscal Year 1976	West Newport Park (State Right of Way)	Purchase in fee or lease	\$1,746,000 - City Bond	\$250,000 - Building Excise Tax
	North Corona del Mar Park <i>Harbor View Park 75th Ave Corridor</i>	Purchase or lease the State property Purchase prvt. property	\$370,000 - City Bond \$500,000 - Building Excise Tax	\$350,000 - Building Excise Tax
	Semeniuk Slough	Litigation	Fee	\$150,000 - Building Excise Tax
	Balboa Island Park	City-owned	-	\$75,000 - State Park Bond
	San Joaquin Hills Park	City-owned	-	\$110,000 - Building Excise Tax
	Cliff Drive Park	City-owned	-	\$55,000 - State Park Bond
	Corona Highlands Tot Lot	Purchase - fee	\$50,000 - State Park Bond	\$5,000 - Building Excise Tax
	Spyglass Hills Park	Dedication	-	\$150,000 - Building Excise Tax
	Harbor View Nature Park	Dedication	-	\$30,000 - Building Excise Tax
	Bikeway System Backbone	Current R/W	-	\$200,000 - Gas Tax \$100,000 - County

FIGURE 6 , CONT.

Priority and Phase	Proposed Facility	Proposed Means of Acquisition	Estimated Acquisition Cost & Means of Funding	Estimated Improvement Cost & Means of Funding
1st Priority by Fiscal Year 1975 (Cont.)	Inspiration Point	Purchase Fee	\$100,000 - Building Excise Tax \$100,000 - County Revenue Share	-
	Kings Road View Lots	Purchase in fee from State or lease	\$69,000 - City Bond	\$20,000 - Building Excise Tax
2nd Priority by Fiscal Year 1980	32nd & Balboa Blvd. Park	Purchase in fee	\$300,000 - Federal Revenue Share	\$100,000 - Building Excise Tax
	Balboa Island Play Lot	Purchase in fee	\$200,000 - Federal Revenue Share	\$50,000 - Building Excise Tax
	Bayside Drive Park	City-owned	-	\$50,000 - Building Excise Tax \$26,000 - State Park Bond
	Tustin at University Park	Purchase in fee	\$500,000 - Building Excise Tax	\$400,000 - Building Excise Tax
	Spyglass Hills Nature Park	Dedication	-	\$75,000 - Building Excise Tax
	Marinapark	City-owned	-	\$400,000 - Special Fund
	Cliff Drive Park	Two lots City-owned Acquire church from State in fee or lease	\$220,000 - City Bond \$200,000 - County Revenue	\$130,000 - Building Excise Tax for two lots

FIGURE 6, CONT.

Priority and Phase	Proposed Facility	Proposed Means of Acquisition	Estimated Acquisition Cost & Means of Funding	Estimated Improvement Cost & Means of Funding
2nd Priority by Fiscal Year 1980	State-owned property east of superior	Purchase in fee or lease from State	\$800,000 - City Bond	\$240,000 - Building Excise Tax
	Bikeway System Secondary	Existing R/W and Dedication	-	\$130,000 - Gas Tax \$65,000 - County
3rd Priority by Fiscal Year 1990	(3) Banning Property Parks	Dedication	-	\$360,000 - Building Excise Tax
	Banning View Park	Dedication	-	\$100,000 - Building Excise Tax

FIGURE 7 - TALLY OF OPEN SPACE PROJECT COSTS BY
FUNDING SOURCE

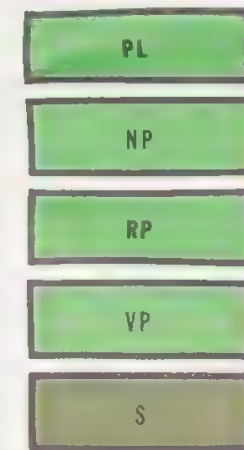
Priority	Building Excise Tax	Fed Rev Sharing	County Rev Shar	State Bond	City Bond	County Bikeways	Gas Tax Bikeways	Special Fund
1st By 1976	\$ 110,000		\$ 100,000	\$ 75,000	\$1,746,000	\$ 100,000	\$ 200,000	
	5,000			55,000				
	150,000			50,000	370,000			
	30,000							
	250,000							
	150,000							
	100,000							
	350,000							
	20,000							
	500,000							
	<u>\$1,665,000</u>		<u>\$ 100,000</u>	<u>\$ 180,000</u>	<u>\$2,116,000</u>	<u>\$ 100,000</u>	<u>\$ 200,000</u>	
2nd By 1980	\$ 100,000	\$ 300,000	\$ 200,000	\$ 26,000	\$ 220,000	\$ 65,000	\$ 130,000	\$ 400,000
	50,000	200,000			800,000			
	500,000							
	400,000							
	130,000							
	50,000							
	240,000							
	75,000							
	<u>1,545,000</u>	<u>\$ 500,000</u>	<u>\$ 200,000</u>	<u>\$ 26,000</u>	<u>\$1,020,000</u>	<u>\$ 65,000</u>	<u>\$ 130,000</u>	<u>\$ 400,000</u>
3rd By 1990	\$ 360,000							
	100,000							
	<u>\$ 460,000</u>							
Sub Totals	\$3,670,000	\$ 500,000	\$ 300,000	\$ 206,000	\$3,136,000	\$ 165,000	\$ 330,000	\$ 400,000

TOTAL -----\$8,707,000

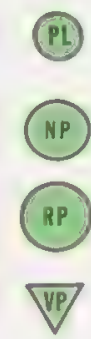
NEWPORT BEACH OPEN SPACE PLAN

PLAY LOT
NEIGHBORHOOD PARK
REGIONAL PARK
VIEW PARK
EXISTING SCHOOLS

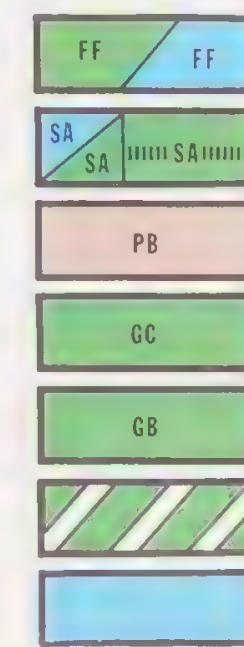
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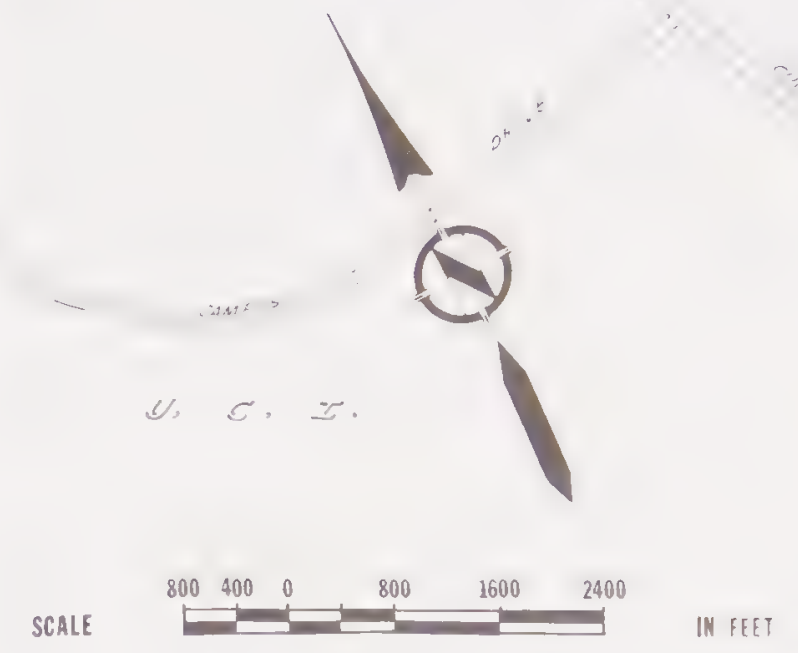
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EXISTING AND
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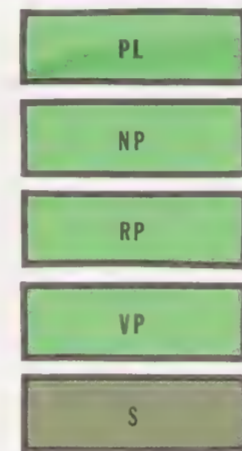
FLORA & FAUNA RESERVES
SCENIC AREA
PUBLIC BEACH
GOLF COURSE
GREENBELT
AREAS WITH ALTERNATE USE
BAY AND OCEAN
HIKING TRAIL
EQUESTRIAN TRAIL
SCENIC HWYS. AND DRIVES



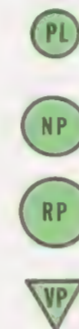
NEWPORT BEACH OPEN SPACE PLAN

PLAY LOT
NEIGHBORHOOD PARK
REGIONAL PARK
VIEW PARK
EXISTING SCHOOLS

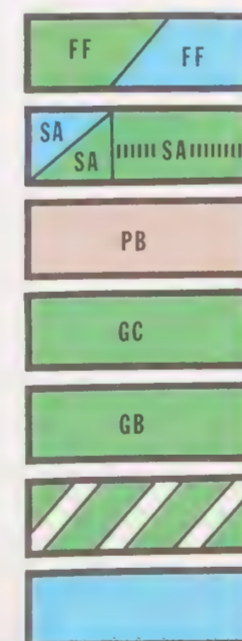
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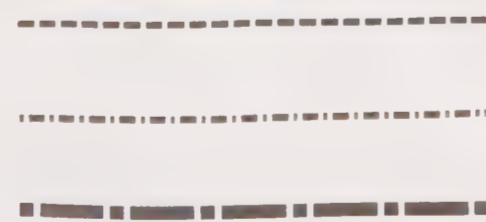
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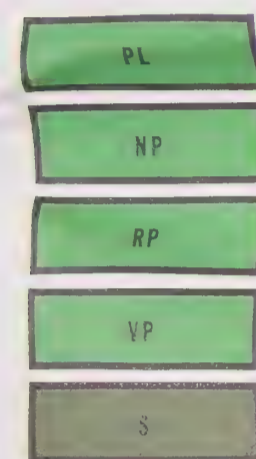


FLORA & FAUNA RESERVES
SCENIC AREA
PUBLIC BEACH
GOLF COURSE
GREENBELT
AREAS WITH ALTERNATE USE
BAY AND OCEAN
HIKING TRAIL
EQUESTRIAN TRAIL
SCENIC HWYS. AND DRIVES



BEACH CE PLAN

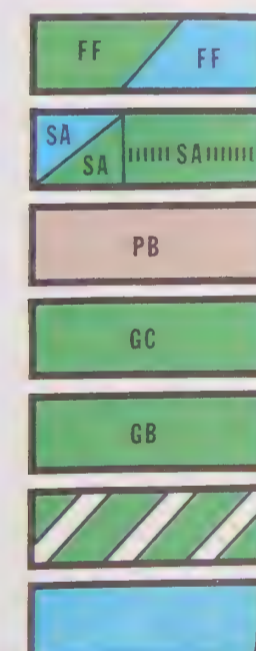
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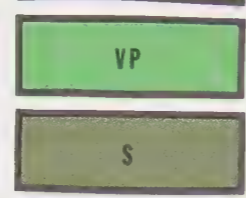
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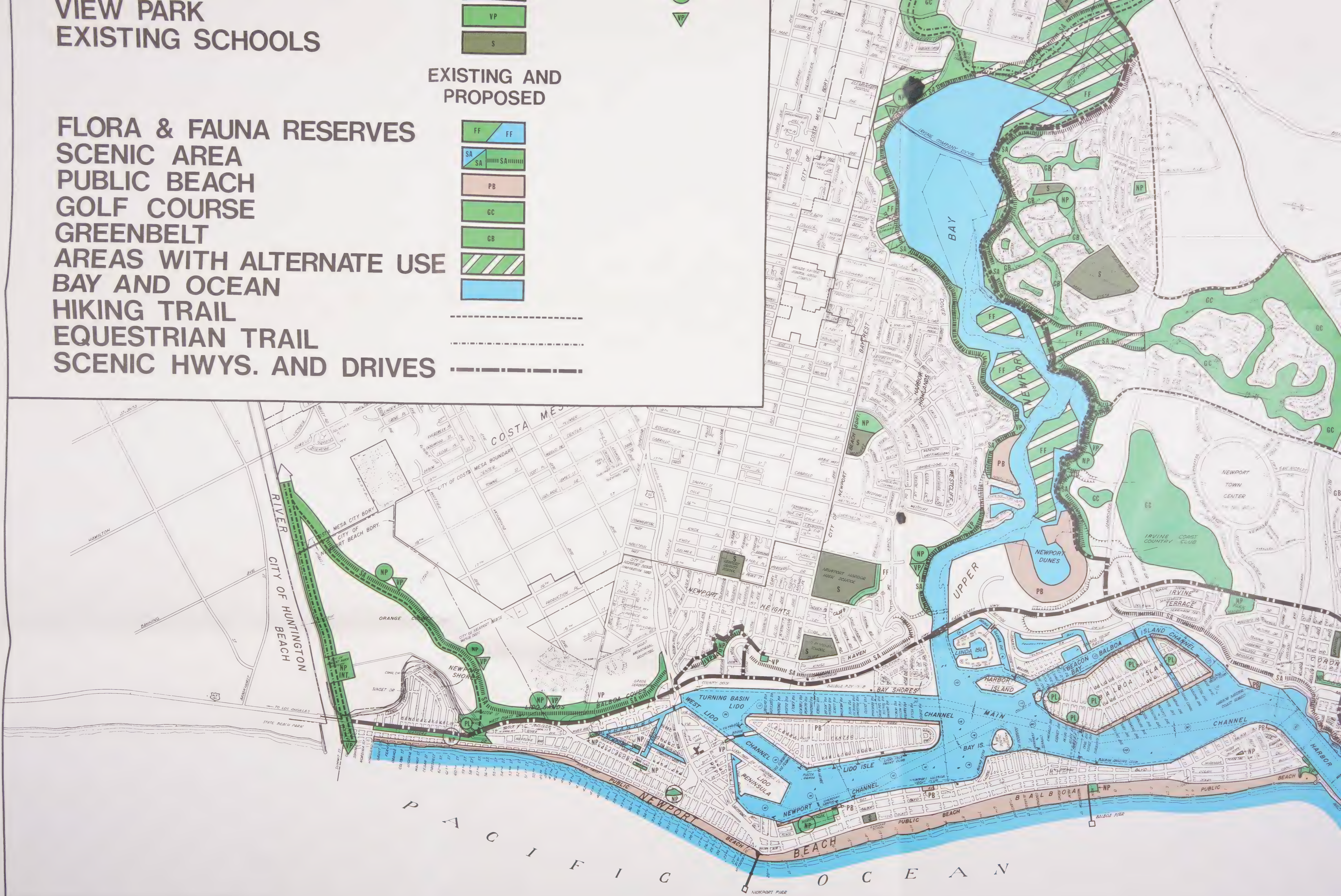
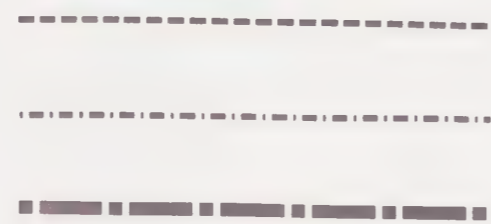
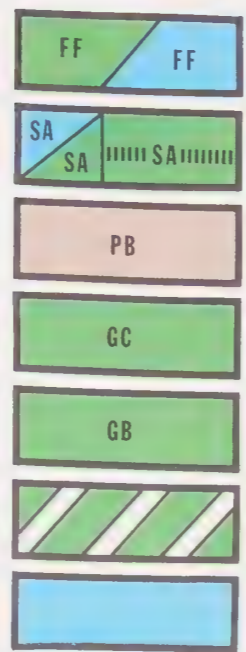


VIEW PARK EXISTING SCHOOLS

FLORA & FAUNA RESERVES
SCENIC AREA
PUBLIC BEACH
GOLF COURSE
GREENBELT
AREAS WITH ALTERNATE USE
BAY AND OCEAN
HIKING TRAIL
EQUESTRIAN TRAIL
SCENIC HWYS. AND DRIVES



EXISTING AND PROPOSED



EXISTING AND PROPOSED

VP

S

FF

SA

PB

GC

GB

SE



U.C. BERKELEY LIBRARIES



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